



599TH TRANSPORTATION GROUP EXECUTIVE NEWS

"End to End Deployment and Distribution Throughout the Pacific"

1st Quarter

<http://sddc-www.hi.pac.army.mil>

2005

From the Desk of the Commander

As much of our staff settles back in after the deployment from Southwest Asia (SWA) in support of Operations Iraqi and Enduring Freedoms, we look forward to the re-deployments of many of our war fighters in Theater.

Those who have been cycling through supporting OIF/OEF have done an incredible job serving on the front lines. And, that has been recognized through awards for our military, civilians, and commercial partners. The tireless efforts of maintaining deployment and distribution throughout the Pacific and beyond have not gone unnoticed.

We have successfully transitioned from our role in SWA and humanitarian relief efforts in Thailand to preparing for exercises, missions and deployments we will encounter in the months to come. Our flexibility and versatility will surely be valuable as we work projects such as the 25th Infantry Division changeover to a Stryker Brigade, and the 599th Transportation Group change of command.

Some of our upcoming support to the war fighter will be focused on the re-deployment of 25th ID (L) equipment from OIF/OEF in March. Our Joint Chiefs of Staff (JCS) exercise support ramps up again this month with 599th teams deploying to support Reception, Staging On-Ward Movement, and Integration (RSOI)/FOAL EAGLE (FE) in Korea and Cobra Gold (CG) in Thailand. We are also mission planning to deploy a team supporting Talisman Saber (TS) in Australia this May. As always 599th personnel will be fully trained and ready to perform a spectrum of deployment and distribution management missions from vessel/port operations to in-transit visibility (ITV), Radio Frequency Identification (RFID) and container management.

Speaking of containers, an emerging mission from the Groups trailblazing efforts in standing up a Container

Management Element (CME) in SWA is our new role as container managers for the U.S. Pacific Command (PACOM) Area of Responsibility (AOR). We are currently revising the PACOM Instructions to include this new mission along with developing standard tactics, techniques, and procedures (TTPs) to execute the container management tasks. Many of the lessons learned from our initial foray in the SWA region will be leveraged as we implement container management in PACOM.

Another valuable lesson learned from deploying/re-deploying cargo in a theater of operations was the understanding of the absolute reliance on our commercial partners in the sealift industry to provide the strategic lift capacity we depend on to move the force. Commercial liner service vessels are a versatile, dependable, and available resource we will continue to rely on to meet the demands of the Global War on Terror. Hats off to all our industry partners for what they bring to the fight, we couldn't perform our mission without them - one team, one fight.

As we see around us every day in the work place, the only thing that is constant is change. The 599th is also changing for the future, transforming how we do business to better support the war fighter and posturing our forces to ensure we're where the war fighter needs us in the future. To that end we've established an increased presence on Guam and are in the process of realigning our field office there to a detachment and transferring operational control to the 836th Transportation Battalion in Yokohama. This is the first in a potential series of efforts to re-position our units in locations where we can be more responsive to our customers in the future.

The wheels of change have also driven the cancellation of our Multi Modal conference this year. The realities of the resource requirements of OIF/OEF, ongoing



PHOTO BY NAVY CMDR. RANDALL RAMIAN

Col. Thomas A. Harvey, commander 599th Transportation Group, briefs personnel from the Military Sealift Command on port operations in SWA.

ing contingencies and humanitarian relief efforts like the Tsunami support have reduced the limited DOD discretionary budget. This sustained high OPSTEMPO environment combined with the transformation efforts sweeping the DOD rendered hosting the Multi Modal this year a non-viable course of action. In lieu of that, we look to increase 599th participation in the SDDC Annual Training Symposium to ensure we stay plugged into the current issues in our profession.

Our efforts in conjunction with SDDC's commercial partnerships have provided the increased ability to perform critical missions during real world contingencies and helped to strengthen the 599th's role as the deployment and distribution provider of choice.

Therefore, I ask each of you to thank each other for a job well done and jointly press forward in 2005 to make it another stellar year.

Col. Thomas A. Harvey
599th Transportation Group,
Commander

Recognizing Excellence

APL gets the job done during Tsunami relief efforts

Recent tsunami relief operations highlighted the excellent support provided by American President Lines, Thailand Offices.

Redeployment from relief operations was, for the most part, scheduled on Air Mobility Command and Military Sealift Command assets for return to U.S. Pacific Command locations. However, one California based unit, Underwater Construction Team 2, required movement to their home station, Port

Huaneme, Calif.

Booking the cargo for over ocean transport under the Universal Service Contract with APL was the easy part!

With only a few days notice, coordinating the in country movement, defeating the usual customs bureaucracy and preparing the cargo for vessel loading appeared to be insurmountable obstacles.

Up stepped Mr. Worawoot Thongton, APL's Network Department Manager in Laem Chabang,



COURTESY PHOTO

APL's Network Department, (from left) Mr. Worawoot Thongton, Mr. Somkiat Sangkul, and Mr. Attasit Panjapatkul.

Thailand. He along with Mr. Somkiat Sangkul, Senior Analyst and Mr. Attasit Panjapatkul, Assistant Manager swung into action!

This team has helped us with tough problems

in the past; during Cobra Gold and recently with vehicles being moved for the Afghan Army.

This task appeared to be impossible even for this talented group.

After one hurdle was overcome, another would appear and each succeeding issue seemed insurmountable!

They tracked down U.S. Military contacts, generated necessary clearance documents (don't ask), secured the necessary equipment and insured loading on the next available vessel.

Mr. Thongton and crew are consummate professionals and an excellent example of the "Government - Industry Partnership" producing positive results!

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Movement Masters of the Pacific

UPDATES:

KNOW YOUR CARGO!!!: Pay close attention to possible hazards included in cargo offerings. Care must be taken to insure the compatibility of all cargo stowed in a single shipping container. Whether co-loaded or not, all hazardous cargo must be declared, properly certified and documented for shipment. These actions will simplify the booking process and provide industry partners the information needed to move cargo in a safe and timely manner.

CONTAINER DETENTION - A "TIMELY" TOPIC!!!: In the world of transportation, container detention is a monetary penalty the Government pays for failing to return a contractor's equipment within the allowable "free time." For most container types and destinations that free time for drayage, delivery and unloading is seven to 10 days; a more than reasonable period to accomplish the task and avoid the expense of detention

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How are we doing?

Feedback is vital to improving service. People with comments about SDDC's service may access the customer response form on the SDDC Web site at <http://www.sddc.army.mil> (Global Cargo Distribution window). Questions and comments specific to the 599th Transportation Group and units, can e-mail cao@pac.sddc.army.mil.

Deployments, lessons learned, exercise preparations ...

The major event that impacting the world in the past few months was the tsunami that devastated Indonesia, Sri Lanka and Thailand.

When the 599th Transportation Group was asked by the U.S. Pacific Command (PACOM) and the Surface Deployment and Distribution Command (SDDC) to assist with the humanitarian relief mission, we jumped at the chance to do our part.

The 599th established a Deployment Distribution Support Team (DDST) and deployed them to the port of Laem Chabang in Thailand. The DDST was to provide Single Port Manager (SPM) functions within the effected region. The SPM functions included off loading the support vessels that brought in relief supplies and the most critical item - drinking water.



PHOTO BY ROBYN MACK

Capt. Julia Bell, 599th plans officer and detachment commander, checks-off support equipment that will assist in the humanitarian relief mission in Thailand.

With the group drawing down it's ongoing mission in Southwest Asia (SWA), Col. Thomas Harvey, 599th Transportation Group commander, deployed five members from Kuwait to Thailand to assist in the relief operation.

While the DDST was working in Thailand, they were

requested to support the Director of Mobility of Forces (DIRMOBFOR) from Pacific Air Forces (PACAF) who was operating an Aerial Port of Debarkation (APOD) in Singapore.

The 599th alerted Mr. Art Thompson, 599th Information Management specialist, and

deployed him to Singapore.

A request was sent to personnel in Thailand to deploy one of their Early Entry Deployment Support Kit (EEDSK) to Singapore as part of SDDC in transit visibility (ITV) systems.

The two DDST teams (Thailand / Singapore) also provided ITV for humanitarian relief cargo arriving at the aerial ports at Utapao, Thailand and Paya Lebar, Singapore.

After about a month on the ground in Thailand and Singapore the humanitarian relief is drawing to a close.

The DDST in Singapore deployed back to home station and the team in Thailand was deployed to Sri Lanka to load the MV Lopez with redeployment cargo for Guam and Okinawa, Japan.

The DDST team in Sri Lanka returned to home station Feb. 6.

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As stewards of the tax dollar, we must all be concerned with our "cost of doing business" and this is one expense we can do

without! Penalty payments such as container detention provide no benefit to the War-fighter and enhance no one's mission capabilities.

Prevention is a matter of management involvement early in the planning process. Don't allow your units to stockpile supplies, trust the transportation system! Coordinate construction and refurbishment projects with your contracting and engineering folks to insure needed materials and furnishings are ordered for delivery on a "just in time" basis. Work closely with the log planners and transporters to schedule exercise supply and equipment arrival shortly before or after deploying forces!!

CONTAINER MANAGEMENT: Keeping track of the Government Owned Intermodal Container Fleet has been inconsistent for many years. A recent global inventory tasking was highly successful due to outstanding support from all levels throughout the Department of Defense. Renewed emphasis will be placed on the inventory, tracking, maintenance and repair of these critical assets in the coming months. Intermodal containers fall into three categories: government owned,

leased and those provided by the ocean carrier for a specific shipment. Each category has significant costs associated with it when we lose control and do not return the container to the Defense Transportation System (DTS) in a timely manner. Your SDDC points of contact can provide answers to any specific questions you may have about container management!

WEST COAST SHIPPING DELAYS

END!!!: November saw the end of the West Coast vessel unloading delays. As the peak holiday shipping season drew to a close and additional labor was added; ships were being unloaded on time and cargo is moving smoothly to inland destinations. No significant delays were experienced for U.S. military cargo.

WEB BASED BOOKING: The Web based version of the International Booking System (IBS-W) is on schedule for May 2005. Initial transition will involve only the SDDC OCONUS booking offices. Customer generated Export Traffic Release Requests (ETRRs) will be submitted via the same system once a training program has been completed. More information will be provided as received.